



## Airworthiness Directive

**AD No.:** 2019-0163

**Issued:** 11 July 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

FOKKER SERVICES B.V.

### Type/Model designation(s):

F27 aeroplanes

**Effective Date:** 25 July 2019

**TCDS Number(s):** EASA.A.036

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 55 – Stabilizers – Horizontal Stabilizer Rear Spar Attachment Angles – Inspection

### Manufacturer(s):

Fokker Aircraft B.V.

### Applicability:

F27 Mark 050, Mark 0502 and Mark 0604 aeroplanes, all serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB:** Fokker Services Service Bulletin (SB) SBF50-55-015.

### Reason:

An occurrence was reported where, during scheduled maintenance, severe corrosion was detected on one of the four horizontal stabilizer rear spar attachment angles of a Fokker F27 Mk 050 aeroplane. Further checks revealed another similar corrosion case, on an aeroplane in storage.

This condition, if not detected and corrected, reduces the load carrying capability of the horizontal stabilizer, especially the transfer of the elevator loads, possibly resulting in reduced control of the aeroplane.



To address this potential unsafe condition, Fokker Services published the SB to provide instructions to detect and remove corrosion.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the horizontal stabilizer attachment angles and, depending on findings, repair or replacement. This AD also requires reporting of the inspection results to Fokker Services.

This AD is considered to be an interim action and further AD action may follow.

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 12 months after the effective date of this AD, accomplish a DET of the horizontal stabilizer attachment angles in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during the DET as required by paragraph (1) of this AD, corrosion or other signs of damage are found, before next flight, replace the affected angle(s) with new part(s) in accordance with the instructions of the SB, or contact Fokker Services for approved repair instructions and accomplish those instructions accordingly.

#### **Reporting:**

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Fokker Services.

#### **Parts Installation:**

- (4) From the effective date of this AD, it is allowed to install on any aeroplane a horizontal stabilizer rear spar attachment angle, provided the part is new, or, before installation, has passed (no corrosion or other damage detected) a DET in accordance with the instructions of the SB.

#### **Ref. Publications:**

Fokker Services SBF50-55-015 original issue dated 22 May 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 23 May 2019 as PAD 19-086 for consultation until 20 June 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL, Hoofddorp, The Netherlands, Telephone +31-88-6280-350, Fax +31-88-6280-111, E-mail: [technicalservices@fokker.com](mailto:technicalservices@fokker.com).  
The referenced publication can be downloaded from [www.myfokkerfleet.com](http://www.myfokkerfleet.com).

